

## Instructions for Continuous Class Surveys of Hull and Machinery Installations

### 1. Explanatory notes concerning the Continuous Class Renewal procedure (hereafter referred to as "Continuous Survey")

1.1 The Continuous Survey is based on the Rules for Classification and Surveys of Germanischer Lloyd in force.

1.2 The Continuous Survey may be requested for the hull and/or machinery including the electrical equipment as well as the refrigerating plant, gas and other installations (hereafter referred to as the "machinery"). The Continuous Class Renewal procedure is not applicable to the hulls of dry cargo bulk carriers, general dry cargo ships and tankers (seagoing ships).

1.3 The class periods for the hull and the machinery have to coincide as a matter of principle.

1.4 In the case of Continuous Survey being carried out, during each year surveys to the scope corresponding to this period are to be conducted. In the Continuous Class Lists, all important surveys items will be recorded and printed, even if they are due for survey during later class periods.

1.5 Germanischer Lloyd leave it to owners' discretion to fix the sequence, in which individual parts of the hull and/or components of the machinery are intended to be surveyed. It is, however, to be observed that none of the items will be presented for survey at intervals other than those stipulated in the Rules for Classification and Construction and/or corresponding to the class period. The sequence once chosen should be retained for all subsequent class periods.

1.6 The surveys stipulated have to be completed by the date of expiry of the class period. Regarding hull and machinery items requiring Intermediate surveys outside of the Continuous Survey cycle, these have to be presented for survey additionally.

1.7 For items required to be surveyed at shorter intervals, 1.5 above is not applicable. In particular, the class surveys required for maintenance of validity of the "Cargo Ship Safety Construction Certificate" and/ or for renewal of the "Passenger Ship Safety Certificate" have to be carried out at intervals of one year.

1.8 The Continuous Survey can be applied for at any time in the course of a class period. However, if the Continuous Survey was introduced during the last years of the class period, all surveys required have to be completed by the end of the class period. In that case the survey sequence is again to be determined upon completion of the current period of class, so that during the ensuing class periods the procedure outlined in 1.3 to 1.6 above can be applied.

The initial application is to be accompanied by a copy of the valid tank plan and/or the valid machinery arrangement plan.

1.9 Surveys of components either having undergone wear or been repaired such as to still be capable of being used, but requiring renewal before the next due date for survey of these particular items, will not be recognized within the scope of the Continuous Survey. The Surveyor will enter into the survey report and the relevant Class Certificate a recommendation regarding replacement of the component within a period fixed by him.

1.10 On the date of commencement of the Continuous Survey and/or following class renewal Germanischer Lloyd Head Office will automatically supply the owners with the Continuous Survey List being valid for one class period.

Fees are chargeable for the preparation of the Continuous Survey documents. But will not be charged if the Continuous Survey procedure is maintained for at least one class period. The Continuous Survey List is intended for the Chief Engineer's use on board of the ship.

Periodical surveys are always listed at the beginning and special remarks at the end of the Continuous Survey Lists.

If a component has been surveyed repeatedly during the same class period, only the last survey date will be printed out in the Continuous Survey List.

1.11 In his final report to Head Office on the class renewal the Surveyor will list all items surveyed during the final survey. He will confirm that thus all items required have undergone survey in the course of the class period, that all Conditions of class have been duly settled and that there were no objections to entering the new class period into the Certificates.

### 2. Inspections carried out by Chief Engineers

2.1 In connection with the Continuous Survey Germanischer Lloyd credit as survey inspections of pressureless service tanks, which do not form part of the hull structure, for non-corrosive fuels, lubricants, etc. and of machinery components performed by the vessel's Chief Engineer, on the following conditions:

**2.2** The Chief Engineer performing the maintenance and inspections must hold the valid licence required for the machinery issued by the respective authorities. The Chief Engineer must have held that position for at least one year on ships with the same type of propelling machinery (e.g. motor or steam plants).

The licence together with proof of the period of employment as Chief Engineer shall be submitted to the Society's Surveyor on request.

**2.3** Germanischer Lloyd only recognize as having been surveyed components and/or tanks having undergone routine overhauls either at sea or in a port, where no GL Surveyor is available.

**2.4** Components which have been replaced owing to wear, defects of damage are to be kept on board until they have been surveyed by a Surveyor to Germanischer Lloyd.

**2.5** Chief Engineers are not permitted to inspect tanks forming part of the vessel's hull structure, main and auxiliary steam boilers, apparatus under pressure, main drive gears and the shafting system. These parts may exclusively be surveyed by Surveyors to GL.

**2.6** During the period of class regardless of the types of inspections carried out by the Chief Engineer at least 50% of all identical machinery is to be presented to a Surveyor of the Society in such a way that he is fully able to ascertain the condition of the components.

As a matter of principle inspections of items performed by the Chief Engineer are subject to be surveyed by a GL-Surveyor on the occasion of the next due date to avoid one-sided inspections.

**2.7** Average and repair surveys must, subject to the Rules for Classification and Surveys, be carried out by a GL Surveyor.

**2.8** Parts inspected by the Chief Engineer are to be presented to a GL Surveyor within a period of four months. On that occasion the Chief Engineer has to hand to the Surveyor copies of his board protocols detailing the items which have been inspected.

**2.9** The engine log book, which is to be presented to the Surveyor for reference purposes, is to contain entries by the Chief Engineer on the inspections conducted by him. The dates of such inspections will be noted by the surveyor to Germanischer Lloyd.

**2.10** The copies of the board protocols must be filed in the inspection office of the attending surveyor.

The GL Surveyor will list in his report any parts having been replaced on account of damage or excessive wear (2.4).

**2.11** The Chief Engineer's protocol must contain the following details:

- a) Name of Chief Engineer
- b) Licence with number and date of issuance
- c) Number of years of service as Chief Engineer
- d) Number of years of service on board motor ships and/or steam ships
- e) Place and date of inspection
- f) Report on findings
- g) Chief Engineer's signature.

**2.12** Germanischer Lloyd reserves the right to require that inspections by a GL Surveyor should extend to components which have already been inspected by a Chief Engineer where it deems this course to be justified.